Distr.
LIMITED

ECA/MULPOC/LUSAKA/VII/4(b)
29 November 1983

Original: ENGLISH

ECONOMIC COMMISSION FOR AFRICA

Multinational Programming and Operational Centre for Eastern and Southern African States (MULPOC)

Seventh Meeting of the Committee of Officials
5-9 March 1984

Addis Ababa, Ethiopia

PROGRESS REPORT TO MEMBER STATES

ON ECA ACTIVITIES IN THE FIELD OF PORTS

PROGRESS REPORT TO MEMBER STATES ON ECA ACTIVITIES IN THE FIELD OF PORTS

1. Background

The United Nations Economic Commission for Africa has as one of its goals, the diversification and extension of African countries' trade, the majority of which (90%) is carried by sea. ECA secretariat is engaged in a programme of work aimed at improving the efficiency of maritime transport, assisting the African countries in establishing and strengthening their national merchant marine transport industry.

It is evident that increased port costs - both direct, due to added shipping costs, and indirect, as interruptions to cargo flows, especially destinated to the land-locked countries of the sub-region, cause economic disruption and commercial problems to the national economy.

Besides, sometimes the serious consequences of port's inefficiency are in fact hidden; trade which has been prevented by high costs cannot be measured and is all too easily overlooked.

In other words, no one could measure the full economic and social consequences, nor how much trade failed to be generated because of the extreme costs and delays. Thus increased port efficiency is an important key to the reducing of total transportation costs necessary for the stimulation of African maritime transport and African external trade.

Since trade is a vital component of economic development and adequate port capacity is vital for trade, adequate port capacity is vital for economic development. Without adequate port capacity in the subregion trade will be handicapped and ultimately stifled until more attention is given to port development.

Recognizing the crucial role of the port in the transport chain, part of the work of ECA Secretariat was concerned with helping increase the contribution which ports in Africa in general and in Eastern and Southern Africa in particular can make towards provision of more efficient transportation of goods and passengers. This work was carried out through the following activities:

- training of African port personnel;
- modernization and harmonization of port statistics and the introduction of performance indicators in Eastern and Southern African ports;
- technical assistance for the introduction of universal procedures of control of foreign vessels in African ports;

2. Training of African port personnel

During the seventh Council Meeting of the ECA sponsored Port Management Association of Eastern and Southern Africa (PMAESA) which took place in Mahe, Seychelles in 1979, it was resolved that the question of training of port personnel in the subregion should be brought to the attention of the Lusaka - based Multinational Programming and Operational Centre for Eastern and Southern Africa (MULPOC).

As a result a paper on port training needs and requirements in the subregion was presented by the Association to the Third Lusaka - based MULPOC meeting held in Gaborone, Botswana in 1980, where the Council of Ministers of MULPOC requested ECA

to carry out jointly with the International Maritime Organization (IMO) a study mission on training requirements of Eastern and Southern African coastal countries including Indian Ocean Island States. The mission identified preliminary training requirements port management and operations and examined the existing training facilities in the subregion including the possibility of converting the Bandari College, Mombasa, Kenya into a subregional training centre for training of port personnel.

The mission's report was presented first to the fourth and after additional consultations with the Kenyan Government on some topics, finally to the fifth Council of Ministers of Lusaka-based MULPOC meetings held in 1981 and 1982 in Maseru, Lesotho and Lusaka, Zambia respectively. After considering the report the Council further requested ECA to finalize the report and submit it to the sixth Council of Ministers. Also, the 9th Council Meeting of PMAESA that took place in Djibouti in November 1981, agreed to form a sub-committee on training to closely follow-up port training matters in the subregion and study to the extent possible training needs within the subregion.

As a result of this sub-committee's activities it was decided that a joint ECA/PMAESA mission be mounted in August 1983 covering the following countries in the chronological order: United Republic of Tanzania, Mozambique, Malawi, Mauritius, Madagascar, Kenya, Seychelles, Somalia, the Sudan, Djibouti and Ethiopia

The main conclusions and recommendations of the above mission are as follows:

(i) There is an urgent need for the ports in the subregion to pay more attention to training of manpower. In the period of 1984-1988 a total of about 7500 employees should be trained at various levels and in various fields of activities.

(ii) A new strategy should be adopted by the member countries to make an optimum use of the existing training facilities, on subregional basis.

(iii) In those ports where no training units exist, they should be created, qualified training officers should be recruited and potential trainees identified for subsequent participation in the workshops for training of trainers.

(iv) Where cargo handling companies are not part of the Port Authorities, there is an urgent need to create a forum for consultations on utilization, training and development of manpower, in view of the crucial role the cargo handling companies do play in the efficiency of ports.

(v) Ports that do not have job descriptions and job specifications should undertake a job analysis exercise with a view to prepare job descriptions and specifications.

(vi) After establishment of job descriptions and specifications, schemes of service should be introduced to provide for a clear career pattern and basis for short and long term training programme.

(vii) A performance evaluation system should be established (in those ports where such system does not exist) to monitor work performance against pre-set standards.

(viii) A more systematic approach should be adopted in identifying training needs.

(ix) The Port Management Association of Eastern and Southern Africa, in fostering co-operation in the field of training should strengthen the role of its sub-committee on training and make it serve as focal point for identification

of training needs, and for collection and dissemination of information on training needs and opportunities.

(x) Workshops for training of trainers/instructors should be organized, possibly at Bandari College, Mombasa.

(xi) Ports in the subregion should be encouraged to increase their participation in port management and operation courses organized by UNCTAD, ECA and other institutions.

ECA Secretariat being commended by the Council of Ministers for its effort in organizing training courses in upgrading and improving the professional and managerial competence of African port personnel is preparing a new seminar and study tour for 40 African experts on "Port Operations and administration problems" which is scheduled from 30 July to 12 August, 1984 in Leningrad, USSR. The main objective of the Seminar is to provide, through lectures, panel discussions and visits to the USSR ports of the Baltic Sea, a training programme designed to improve professional and managerial competence of African port personnel responsible for port operations and port administrations in their respective countries.

The preparatory activities for the Seminar are underway and ECA expects to announce the Seminar and invite nominations in February 1984.

3. Modernization and harmonization of port statistics and the introduction of performance indicators in Eastern and Southern African ports

Most of the work in connection with the above ECA/UNCTAD project had been done in 1982. Out of the six components of the project, five have been implemented. The last component which consists of a number of missions to assist the participating ports in the introduction of the proposed scheme and in processing the collected statistical information, has been undertaken in March-July 1983.

For budgetary reasons, funds for the last stage of the project have been reduced and consequently follow up assistance has been cut by half. However, a number of visits of short duration have been made to the following ports of the subregion which have requested assistance: Port Sudan (Sudan) Port Assab (Ethiopia), Djibouti (Djibouti), Mombasa (Kenya), Tamatave and Antananarivo (Madagascar), Port Victoria (Seychelles), Port Louis (Mauritius).

During the above missions it was recognized that in general the new uniform statistical scheme is working well and as result of its introduction some improvements were made in-operational planning programme and co-ordinating of all activities in ports.

The project liaison officers are making considerable efforts to implement the scheme to which they attach great importance as an analytical management tool. However, it was found in most ports visited that the recruitment of a special statistical clerk is advisable to allow more timely completion of the forms and to provide continuity during the leave of the chief accountants who are at present carrying out this work.

In some ports it was found that although regularity and good presentation of data has been achieved by the designated personnel, some data seemed inconsistant with reality. This means that ECA/UNCTAD officials should undertake further visits to some ports and verify data accuracy. Besides, some port's officials should be assisted and encouraged to implement the uniform scheme of port operational statistics in the region.

4. Technical assistance for the introduction of universal procedures of control of foreign vessels in African ports

The problem of control of foreign vessels in ports has been on the agenda of the World Maritime community practically since the adoption in 1960 of the International Convention for the Safety of Life at Sea which provides for control procedures to be followed by the Contracting Governments of the Convention with regard to foreign ships visiting their ports.

The main objective of the requirements of the above Convention as well as other Conventions to this effect and the right of States of ports of call to carry out control of foreign ships is to ensure that ships comply at all times with maritime safety and pollution standards prescribed by relevant international conventions.

In some cases it may be difficult or even impossible for the administration to exercise full and continuous control over some ships entitled to fly the flag of its State, for instance, those ships which do not regularly call at a port of the flag State. The problem can be, and has been partly overcome by appointing inspectors at foreign ports or authorizing classification societies to act on behalf of the flag State Administration.

In order to assist the member States in introducing of control of foreign ships in African ports, in conformity with the universally accepted provisions of the relevant Conventions, ECA has prepared a paper "Control of foreign vessels in ports: procedures and legal implications", on request of the Port Management Association of Eastern and Southern Africa. This paper aimed at introducing internationally accepted practice and guidelines of control of foreign vessels in African ports, has been delivered and discussed during 11th Session of the Council of the above Port Management Association.